

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN" 1,338 tons Captain W. A. Valentine.
S.S. "FATSHAN" 1,260 " " R. D. Thomas.
S.S. "KINSHAN" 1,095 " " J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM" 1,236 tons Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M.
Sunday Special Excursions leaving Hongkong at 9.30 A.M. and a second departure about 7 P.M.
Departures from Macao to Hongkong on week days at 7.30 A.M.
On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNSHAN" 1,219 tons Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Wilcox.
S.S. "NANNING" 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 3 days. These vessels have superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906. [10]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	Flag	Expected on or about	Will leave for	On or about
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December
TJIMAHU	—	—	—	—
TJILIWONG	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone 300, 323.
YORK BUILDINGS, 1st Floor.
Hongkong, 21st November 1906. [15]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
The steamers sail from Hongkong to SAMSHUI, SHUHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 6th October, 1906. [14]

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Specimens for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
Hongkong, 27th November, 1906. [48]

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD

of the
AMERICAN SYSTEM OF DENTISTRY,
37, Des Vaux Road Central,
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd July, 1905. [70]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, DAQUILAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 20th July, 1904. [68]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
Steamers will call at GIBALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 5th day of December, 1906, at Noon, the Steamship BUELOW, Captain H. Forster, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till MONDAY, the 3rd December, Cargo and Special will be received on Board until 5 P.M., on TUESDAY, the 4th December, and Parcel will be received at the Agency's Office until NOON, on TUESDAY, the 4th December.
Contents of Packages are required. No Parcel Receipts will be signed for less than 100 lbs. Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Luggage can be washed on board.
Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	TONS	SAILING DATES
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 4th January.
MANILA	1,790	TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18. 10	£18. 10	£14. 00	Return £42. 00	£27. 15
TO BRISBANE	£34. —	£20. —	£14. —	Return £54. —	£36. —
TO SYDNEY	£33. —	£23. —	£15. —	Return £59. 10	£41. 10
TO MELBOURNE	£34. 10	£24. 10	£16. —	Return £62. 5	£44. 5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120. —
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120. —
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD	WEDNESDAY, 21st Nov.
KOBE & NAGASAKI	PRINZ SIGISMUND	FRIDAY, 23rd Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 5th Dec.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 21st November 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 65 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liobers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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BARGAIN

FOR 10 DAYS ONLY.

A LARGE CONSIGNMENT

OF

HENNESSY'S

BRANDY

AT

\$21.00 PER CASE OF 1 DOZ. (CASH).

Orders will be received by—

A. CHAZALON & CO.,

6, Queen's Road.

Hongkong, 7th November, 1906. [16]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.45 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

HATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,

Liquidators.

Hongkong, 27th August, 1906. [17]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,

in all kinds of

JAPANESE FINE ART CURIOS, TEA

SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET.

Hongkong.

Hongkong, 18th April, 1906. [510]

KWONG SANG & Co.,

No. 79, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS

OF TURBANS AND DEALERS IN Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest styles of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

10 CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905.

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length 80' 0"

Breadth 24' 0"

Depth 9' 6"

Capacity 320 tons.

Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from

C. E. WARREN & Co.,

Intimation.

Powell's
GENTS
OUTFITTERS,
28, QUEEN'S
ROAD,
(OPPOSITE THE CLOCK TOWER).

**ENGLISH
BOOTS.**

**FINEST
ENGLISH
LEATHER.**

**BEST
ENGLISH
WORKMANSHIP.**

**BLACK.
BROWN.
PATENT.**

Smart Shapes,

Durability,

Comfort.

\$12.00

PAIR.

Satisfaction

Guaranteed.

**POWELL'S
HONGKONG.**

Hongkong, 21st November, 1906.

To Let.

TO LET.

No. 8, D'AGUILAR STREET,
suitable for
SHOP AND DWELLING
HOUSE,
at present occupied
by
Messrs. K. A. J. CHOTIR-
MALL & Co.,
who will shortly remove

to
No. 64, QUEEN'S ROAD
CENTRAL.

Apply to—
K. A. J. CHOTIRMALL & CO.
Hongkong, 12th November, 1906. [530]

TO LET.

No. 2, "HILLSIDE" THE PEAK.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRINCE EAST.
A HOUSE in CLYDE GARDENS, Con-
duit Road.
A HOUSE in RYON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 16th November, 1906. [72]

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 31st July, 1906. [789]

TO LET.

NOS. 8 and 10, LEIGHTON HILL ROAD,
No. 51, WONG-NEI-CHONG ROAD.
Apply to—
HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [1073]

TO LET.

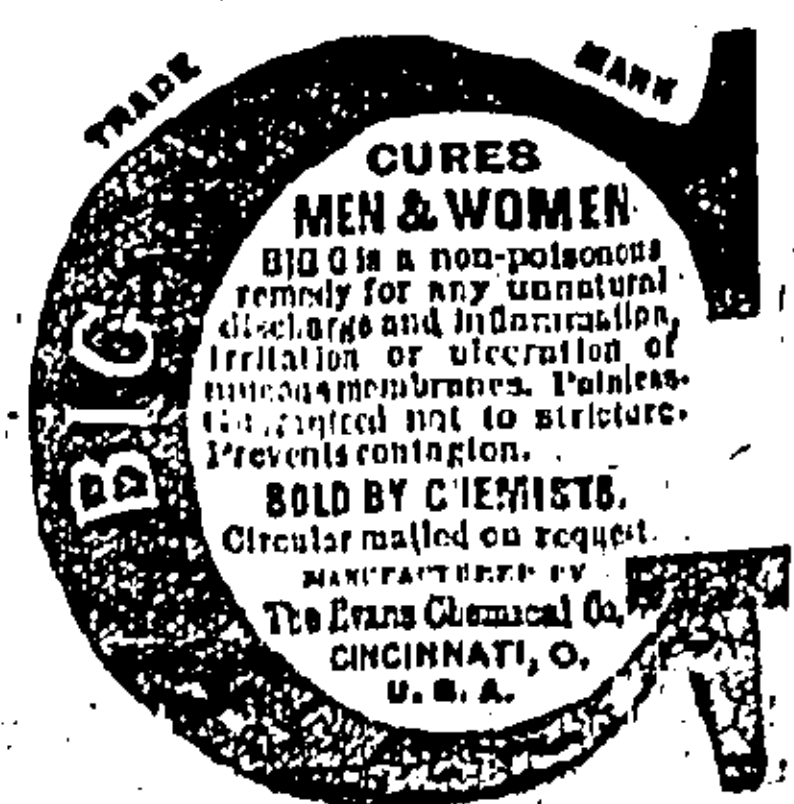
A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.
Moderate rental.
Apply to—
X. Y. Z.
C/o Hongkong Telegraph.
Hongkong, 17th October, 1906. [1013]

TO LET.

ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.
Floor Area 6,100 square feet.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS, (suitable for Dry Goods
Storage) at No. 14, Des Vœux Road Central,
(formerly occupied by Messrs. Shewan, Tomes
& Co.).
Apply to—
HO TUNG,
Comptroller Department,
Jardine, Matheson & Co.
Hongkong, 26th September, 1906. [949]



Intimations.

HARBOR MASTER'S DEPARTMENT.

WITH reference to Government Notifica-
tion No. 975 of the 15th November,
1906, information has been received from the
Military Authorities that GUN PRACTICE
will be carried out as under:—

On WEDNESDAY, the 21st November:—
From Lyemun S. Dr., towards Entrance to
Junk Bay, at ranges up to 6,000 yards,
commencing at 7 P.M., and finishing at
9.30 P.M.

On TUESDAY, the 4th December:—
Practice scheduled to take place from
Stonecutters, in a Westerly direction,
at ranges up to 6,000 yards, commencing
at 6.30 P.M., and finishing at 9 P.M.
cancelled.

On MONDAY, the 3rd December:—
From Stonecutters, in a Westerly direction,
at ranges up to 6,000 yards, commencing
at 6.30 P.M., and finishing at 9 P.M.

On THURSDAY, the 6th December:—
From Lyemun, towards Entrance to Junk
Bay, at ranges up to 6,000 yards, com-
mencing at 6.30 P.M., and finishing at
9 P.M.

If the weather is unfavourable on any of the
above dates, Practice will take place on the
following day.

All ships, junks and other vessels are to
keep clear of the ranges.

CHARLES WM. BECKWITH,
Lieut. R.N.,
Harbour Master, &c.

Hongkong, 20th November, 1906. [1117]

FRENCH TERRITORY OF
KWONG CHOW WAN.

TENDERS for the FARM during 6 or
8 years of RAW and PREPARED
OPPIUM imported or prepared on the spot will
be received at MATCHE (Kwong Chow Wan)
up to December 31st, 1906. All details and
conditions will be given by the French Con-
sulate, Hongkong, any day between 10 A.M.
and 1 P.M.

By Order,
GASTON LIEBERT,
Consul for France.
Hongkong, 16th November, 1906. [1109]

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLERS PATENT MOTOR
LAUNCHES.

SOLE AGENTS for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
HIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1906. [101]

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE
Hongkong 16th September, 1906. [101]

SELF CURE NO FICTION!
MARVEL UPON MARVEL!

NO SUFFERER
NEED NOW DESPAIR,
but without using a doctor's bill or falling into
the hands of quacks, may safely, speedily
and economically cure himself without the know-
ledge of a second party. This is the only remedy
known to the world.

THERAPION.
A complete revolution has been wrought in this de-
partment of medical science, whilst thousands have
been restored to health and happiness who for
years previously had been merely dragging out a
miserable existence.

THERAPION NO. 1.—A Sovereign
Remedy for discharges from the urinary
organs, suppurating infections, the use of which
does irreparable harm by laying the foundation
of stricture and other serious diseases.

THERAPION NO. 2.—A Sovereign
Remedy for primary and secondary skin
eruptions, urticaria, pains and swellings of the
joints, and all those complaints which mercury
and arsenic are popularly but erroneously
supposed to cure. This preparation purifies the
whole system through the blood and thoroughly
eliminates all poisonous matter from the body.

THERAPION NO. 3.—A Sovereign
Remedy for debility, nervousness, impaired
vitality, sleeplessness, distaste and incapacity for
business or pleasure, loss of appetite, indigestion,
indolence, pains in the back and head, and all
those disorders resulting from early error and
excess which the faculty so persistently ignores
because so impotent to cure or even relieve.

THERAPION is sold principally in China
throughout the world. It is sold in England and
America, and is the only medicine of the kind
which is sold in the Colonies. It is sold in the
United States in white letters on a red ground, and
in every package or bottle of the name of the
Manufacturer, and without which it is a forgery.

Sold by all Chemists.

THE FLOUR TRADE.

LARGE EXPORTS TO THE EAST.

Flour exports from Seattle during the month
of September, 1906, have increased threefold
over September, 1905, according to figures
compiled by the harbourmaster. Last year
there was a total of 56,803 barrels of flour, with
a total value of \$123,182, shipped from Seattle.
Last month (Sept.) there was a total of 179,984
barrels, valued at \$396,665, sent from this port.
The greatest gain is shown in the Oriental ship-
ments. Last month there were 156,136 barrels
of flour, valued at \$486,925, sent to the Orient.
September a year ago there were 39,688 bar-
rels, valued at \$115,606, sent to the Orient.
This gives a gain of 116,448 barrels, valued at
\$446,237, for last month.

Within the last two months three tramp
steamships have been chartered to carry flour
cargo to Vladivostok and North China ports.
On all the Oriental liners sailing from Seattle
large shipments of flour have been going out.
The two steamships, Pleiades and Hyades
running direct to Vladivostok, have been taking
flour as the principal item in their cargoes,
and the Hill liners have also carried amounts
larger than ever before.

Last month the amount of local flour sent to
the Philippines was 2,753 barrels, valued at
\$8,956. This is a gain of about a thousand
dollars over September last year. Flour ex-
ports state that the demand for this material
will be larger in the Orient this year than over
before.

THE SAN FRANCISCO SCHOOLS.

PARTICULARS OF JAPANESE PROTEST.

Further information relating to the protest
of the Japanese Consul at San Francisco to the
local Board of Education appears in the *San
Francisco Chronicle* of the 19th ultimo. This
report reads as follows:—

"Mr. Gouku Ikeda, secretary of the Japa-
nese Association of America, and speaking for
Mr. K. Uyeno, Imperial Japanese Consul; Dr.
Herbert B. Johnson, superintendent of Pacific
Japanese Missions, and Miss Margaret Lake-
in, chair of the Oriental Home of the
Methodist Episcopal Church, appeared before
the Board of Education yesterday afternoon,
and protested against the action taken by the
Board compelling all children of Oriental
descent to attend the school which has been
specially set aside for them at Clay and Powell
Streets. The Board, after listening to all the
arguments advanced, took the matter under
advisement, and said that an early decision
would be rendered. Just as the discussion was
about to end, Mr. Ikeda told the Board in
plain language that if it persisted in its ruling,
the matter would be tested in the Court.

"Some weeks ago the Board, acting under
the authority of a State statute, passed a resolu-
tion to the effect that all children of Oriental
descent should be excluded from the public
schools, and compelled to attend a school which
had been specially set aside for them at the
place designated. Notice was served on the
principals of all schools in the city, and last
Monday the order became operative. While
the Korean and Chinese children obeyed the
mandate of the Board, the Japanese, almost
as a unit, refused to comply, and have since kept
their children at home. Yesterday they made
formal protest to the Board and were accorded
a hearing.

"Mr. Ikeda, representing the Japanese
Consul, was the first to address the Board and
called attention to the hardship which it
would work on the small children of people of
the race who were endeavouring to assimilate
themselves to the conditions which exist in this
country, and to obtain an education that they
might become good citizens. He said it was an
injustice, and told the Board that if the ruling
was not reversed it would be tested in the
Courts on the ground that it was an illegal
discrimination.

"Dr. Johnson advanced six reasons why the
action taken should be reconsidered. He said
it was unjust, unwise, un-American, untime-
ly, un-Christian-like and unfair. He said he ap-
peared before the Board as a representative of
the Interdenominational Missions Congress
now in session at Oakland, and voiced the sen-
timents of 2,000 delegates who were in attend-
ance. He told of his mission work and said
that many of the Japanese were more desir-
able than those who came through Castle Garden
from European ports.

"Miss Margaret Lake also entered a strong
protest. She did not object to the exclusion
of young men from the school, but insisted
that the children of school age should be per-
mitted to attend the school in the locality where
they lived. She also made the statement that
only the best class of Japanese were permitted
to come to this country, and that their children
would grow up and become good American
citizens.

"President Altman of the Board, without
taking issue with the petitioners, said the Board
had acted in good faith, and in setting aside
this school exclusively for those of Asiatic de-
scent, believed it would be for their best inter-
est. The matter was taken under advisement."

NELSON was only defeated once, at Santa Cruz,
where he lost his arm. The two flags then
captured still hang in the cathedral of Santa
Cruz.

JAPAN is connected with the continent of Asia
by a submarine bank, over which the water is
nowhere more than one hundred fathoms in
depth.

THOUGH Russia's wheat-growing soil is almost
the most fertile in existence, yet she only raises
eight bushels to the acre, against twenty-nine
in the British Isles.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"GREGORY APCAR"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the
22nd instant, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 20th November, 1906. [1115]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 24th November, will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
3rd December, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th November, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th November, 1906. [1113]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Moldavia*.

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 12nd instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 16th November, 1906. [4]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at
No. 35, DES Vœux ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co. Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 21st March, 1906. [109]

Intimations.

SCOTTISH MASONIC QUADRILLE
ASSOCIATION.

MEMBERS of the above Association are
requested to note that the next DANCE
OF THE SEASON takes place on MONDAY,
3rd December, in the City Hall, at 9 P.M.
Invitations should be obtained as early as
possible, as none will be issued after the even-
ing of the 2nd December.

For the convenience of the Kowloon Mem-
bers a late Ferry will run at 1 A.M.

J. BLAKE,
Hon. Secretary.

Hongkong, 20th November, 1906. [1114]

SITUATION WANTED.

A LADY STENOGRAPHER and TYPIST
(English), at present in Japan, desires a
position in a China Port. Salary required
\$175. 5 years' experience.

Copies of Testimonials and Reference open
to inspection at the Office of this Paper.

Apply to—
"K. G."

C/o The Hongkong Telegraph.
Hongkong, 20th November, 1906. [1116]

A. S. WATSON & CO., LIMITED.

REDUCTION IN PRICES.

WE beg to notify our Customers and the
Public generally that LARGE RE-
DUCTIONS have been made in our PRICES
to adjust them to the rate of exchange now
ruling. These reductions will come into force
on the 15th November, 1906, and the Discount
of 5% hitherto allowed will cease as from that
date.

A. S. WATSON & Co., LTD.
Hongkong, 10th November, 1906. [1085]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors
give many names, but which few of them really
understand. It is simply weakness—a break-down,
as it were, of the vital forces that sustain the system.
No matter what may be the causes (for there are al-
most numberless), its symptoms are much the same,
the more prominent being depression, sense of
prostration or weariness, derangement of spirits and
want of energy for all the ordinary affairs of life.
Now, what alone is absolutely essential in such
cases is *restored vitality*—vigour.

VITAL STRENGTH & ENERGY
to show off these morbid feelings, and experience
proofs that as night succeeds the day, the morbid
moods may be secured by a course of the cele-
brated life-restoring tonic.

THERAPION NO. 3
than any other known combination. So surely
as it is taken in accordance with the printed
directions accompanying it, will the shattered
health be restored.

THE EXPIRING LAMP OF LIFE
LIGHTED UP AFRASH.
and a new existence imparted in place of what
had so lately seemed worn-out, "used up," and
valueless. This wonderful restorative is purely
vegetable and innocuous. It is accessible to the taste
—palatable for all constitutions and conditions, in
either sex; and it is difficult to overstate the case of
those of debility, that will not be speedily and
permanently benefited by this never-failing re-
juvenescence, which is destined to cast into
oblivion everything that had preceded it for this
well-earned and numerous blessing of human life.

THERAPION is sold by the principal
Chemists throughout the world, and is the only
one of its kind. Purchasers should see that the word
"THERAPION" appears on British Government
Stamp (in white letters on a red ground) affixed
to every package, in order of His Majesty's Hon.
Commissioners, and without which it is a forgery.

Sold by all Chemists.

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,
General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY
JULES MERMAN & CIE.,
BORDEAUX.

Cotes \$9.50 Per Dozen Quarts.
Medoc 9.50
St. Estephe 9.50
Paulliac 13.50
Margaux 14.00
Chateau Ludovice 17.00
Chateau Galic 18.00
Chateau Pontet
Canet 20.00
Chateau Mutton
d'Armailiac 24.00
Chateau Marbuzet
Merman 27.00
Chateau Rauzan 30.00

SPANISH CLARETS.

BOTTLED BY
THE COMPANIA VINICOLA DEL
NORTE DE ESPANA-BILBAO.

Rioja \$12.00 Per Dozen Quarts.
Cepa Ruby 6.00

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 21st November, 1906. [109]

Intimation.

A. S. WATSON & CO., LIMITED.



"STILL LEADING."
WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.

\$15 per case.

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1841.
Hongkong, 21st November, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 21, 1906.

STOCK EXCHANGE FOR SINGAPORE.

A very vital question to the commercial community has been raised in the *Singapore Free Press* by a correspondent who subscribes himself "Blue Metal," as to the want of a properly recognised exchange for the correct recording of all transactions in shares in the Southern Colony. As in most matters connected with business life in the Straits almost identical conditions exist in Singapore with those prevailing in our own Colony, we think that the strictures and suggestions made in "Blue Metal's" letter are worthy of more than casual notice. He points out that, in Singapore, the small holder of scrip is absolutely in the hands of the brokers and their patrons in "the swim," and that he cannot possibly know anything of what share transactions are daily taking place, except through the medium of the local "Press," whose information can but be regarded as "forced" and whose quotations can, at the best, be only considered as "approximate." The writer of this letter complains that the share market in Singapore is "cramped,"—a condition which exists equally in Hongkong—and that, for example, "Raubs" have far more sellers than buyers, a fact which is not too clearly made apparent in the Press, at the same time he shows that the Rubber Market is, for the time, dead; that Industrials are decidedly weak; that the public in general are paying to Heaven for dividends of any kind, and that the speculator, who

looks forward to more hopeful times, relies completely, or almost completely, upon the unfortunate "Press," which is given to know just about as much of the game as he does, and is perhaps more unwittingly bolstered up with fabulous quotation than he is, to give him the movements of the market. His plaint runs:—"How often should I have liked to be able to realize the price of certain stocks as quoted in the *Free Press* or *Straits Times*, only to find, through my broker, that such prices were unobtainable. If there were a reliable institution, from which the newspapers could derive correct quotations, such institution being properly chartered and consolidated, the brokers' business would be greatly simplified and the public better served." In conclusion the correspondent of the *Free Press* waits to the effect that it would be a boon to the public if the managers and editors of the daily press would take more trouble in verifying share quotations. The plaint is good, but the argument is defective; for as long as in Singapore, as in Hongkong, the brokers will insist upon running their business, either upon the house-to-house visitation principle, or meeting their clients upon the verandah or in the hall of the local Club, the present archaic and obsolete system of share exchange, which obtains alike in Singapore, Shanghai and Hongkong, will continue, in effect, to the detriment of the man in the street, who, after all, is the real speculator. We fail to see any reason why in Singapore there should exist no stock exchange, properly governed and chartered; since such an institution is, to say the least, a crying want. In Shanghai there is one in existence, and the Stock Exchange established here undoubtedly makes for the stability and rectitude of the share market not only locally, but in China and Japan, where the would-be investor or speculator is more or less in the hands of a broker. Our friends in the sister Colony should not hesitate to take this matter in hand and formulate some scheme for a Stock Exchange like that in Hongkong, upon a properly controlled, permanent basis, in such a way as to give equal chance not only to the picked few who want to deal in stocks—and can; but to the many who would like to do so—and cannot, for want of a properly organized market-place in which to buy and sell.

LOCAL AND GENERAL.

THE S.S. *Nippon Maru*, which arrived from San Francisco the other day, carried treasure worth \$500,000 (gold) for the Orient.

A CHINESE Coolie employed in the China Borneo Company's sawmills at Mongkok was instantly killed this forenoon as a result of an accident. The coolie, it appeared, was engaged in carrying wood at the time. When he got near to one of the saws the man fell and rolled under the saw, which was working. The saw came down on his head, and with the sharp end, opened the coolie's head. The Yaumati police were called in and the remains removed to the morgue.

HON-MI, a woman, residing at No. 17, McGregor Street, Wanchoi, was arrested yesterday afternoon while leaving the Globe, Canton and Nanyang Cigarette factory, in Russell Street. She was employed in the factory. When she was searched 145 cigarettes were found in a bag which was concealed on her person. She was placed before Mr. F. A. Hazeland, at the Police Court, this morning, on a charge of theft. "Quite right," said defendant, in answer to the charge. His worship sent her to gaol for one week.

A CHINAMAN who was seen loafing about the steps of the Central Market close on midnight yesterday was arrested on a charge of being a rogue and vagabond. At the Central Station he gave his name as Wong Yuk Tin, an unemployed cook. He said that he had only been in the Colony for fifteen days and could not find work. Home he had none. He was charged before Mr. F. A. Hazeland, at the Police Court, this morning, and was sentenced to fifteen days' hard labour. He will be deported.

A CHINESE boy, three years of age, residing with his parents at No. 7, Kennedy Street, was killed yesterday afternoon by falling from the first floor window into the street, a distance of about fourteen feet. The boy was playing with another child on the window sill. The windows were open. While they were playing the boy suddenly tripped and fell into the street, landing on his head. The police were called and the child placed on an ambulance to be taken to hospital, but he died on the way, the result of a fractured skull.

A "boy" employed on board the steamer *Hai-ching* and a boatman had some words on the praya yesterday afternoon which ended in the boatman taking offence. Picking up a chopper he chased the "boy." The pursued one knew that if he allowed the infuriated boatman to get too near his head would not be worth much when the chopper came down on it. So he dodged the boatman around several corners until finding that his breath was giving way he ran into the arms of a policeman for protection, who, on learning the cause of the "boy's" excitement, promptly relieved the boatman of his weapon and took him to the Station. This morning, the boatman came before Mr. C. A. D. Melbourne, at the Police Court, on a charge of attempting to strike the "boy" with a chopper, which charge he admitted, and was fined \$25.

NOAN Hang, district watchman No. 23, was in the Police Court this morning, before Mr. F. A. Hazeland, charged with assaulting Jean Elias Constantine, proprietor of the steamer *Progress*. Inspector Collett, of No. 7 Police Station, prosecuted. The inspector outlined the facts of the case as follows:—The defendant went on duty at midnight yesterday in uniform. Instead of going on his beat he went to a house in Third Lane, discarded his uniform, and went out for a walk with a friend. At four o'clock this morning, while passing house No. 17, Pelcher's Street, they saw a coolie washing the doorstep. "Be careful how you are going about that," the district watchman was alleged to have said, addressing the coolie, "or else I'll have you summoned in a jiffy. Do you know I'm an officer?" Constantine, who was in the house, came out, and told the watchman and his friend to go away and leave the coolie to his work. The watchman drew his truncheon and dealt one on Constantine's head, drawing blood. The pair then bolted. The injured Greek, besmeared in blood, gave chase, and secured the watchman, whom he gave in custody. The case was adjourned.

MAK Ip Fan, an interpreter, employed by Messrs. Denny and Bowley, Crown Solicitors, was yesterday charged by Sergeant Gordon, of No. 7 Police Station: (1) with assaulting a coolie; (2) behaving in a disorderly manner after arrest; and (3) resisting arrest. The accused, who pleaded "not guilty," was represented by Mr. F. X. d'Almada e Castro. There was also a counter-charge against Sergeant Gordon for assault after arrest. According to the evidence given by the police, the defendant, Mak Ip Fan, and a number of others went to dinner in a house at West Point on the night of the 16th instant. After they had been drinking for about six hours Mak left house No. 305, Queen's Road West and went to house No. 501. He was not there long. When he came down it being then about 1.15 a.m., a ricksha coolie asked accused if he was ed a ricksha. Mak said "No." As he was walking away the ricksha coolie turned to another and asked, "How much money did you make to-day?" Mak thought that the coolie was referring to him—saying that he (Mak) had no money with which to engage a vehicle. Mak was highly insulted, and after showing the coolie that he was full of money, by pushing under his nose a handful of silver, proceeded to box the coolie's ears with both hands. The coolie in trying to get away tripped over the shafts of the ricksha and fell, cutting his head. Sergeant Gordon came up and stopped the assault, and the excited Mak was given an opportunity to settle the matter as the coolie was willing to accept forty cents. Accused refused to settle matters, and defied the sergeant to arrest him, saying that he was a solicitor's interpreter, and that he knew the law. Sergeant Gordon got hold of him by the arm and told the Chinaman to come to the Station. He put up a struggle, and the sergeant seized him by the queue. He then went quietly to the lock-up, where, after some time, he was bailed out. Mr. d'Almada e Castro cross-examined Sergeant Gordon at some length, and finding that the sergeant could not be shaken, and that corroborative evidence was to be called, he asked his Worship's permission to withdraw from the case. When this was done Inspector Collett, who prosecuted for the police, said that since the defendant's solicitor had withdrawn from the case, he would leave the issue in the hands of the Court. Mr. Melbourne found the interpreter guilty on all the charges. He fined him \$1 on the first charge, \$1 on the second, and \$10 on the third. The case against Gordon was dismissed.

THE CLERK AND THE BAMBOO.

11. FOR TAT.

Near the Canton-Macao wharf on Monday evening a very amusing accident was witnessed, in which a bamboo pole, a clerk (Chinese) and a rubber tyre ricksha played the prominent parts. While the accident was amusing in itself, it points its own moral, for it has a distinct bearing on the vexed question of whether the carrying pole on the shoulder of an unemployed coolie is an obstruction or an annoyance to the general public when carried on the sidewalk—a question that recently exercised our local Solomon in the Courts. The coolie was going along with his pole carried in the usual horizontal manner across his shoulder, apparently looking for a job, when his attention was attracted to something occurring at a shop door. With the bland indifference of his class to the presence of others besides himself on the sidewalk, he swung round to gratify his curiosity, and in doing so brought his pole with a sounding smack against the back of the neck of a respectable looking Chinaman of the clerical class. Just what he said in his astonishment could not (and perhaps it was just as well) be ascertained, but from his subsequent action he evidently intended to show the "poor coolie" how to carry his pole in the street's. Taking that very dangerous stick in his hand he placed it on his shoulder, and, stepping on to the road, beckoned to the coolie to follow, which the latter did. But Nemesis strode beside him, for suddenly the bell of a rubber-tyred ricksha sounded behind him, and the clerk, suddenly swinging round to get out of the way of the vehicle, or to see who was ringing the bell, brought the stick full butt against the skull of the previous offending coolie. Never was a better example of it for tat witnessed. The coolie, however, did not take his blow with the same blandness as the clerk had done, and, by the expression of his face, and the sound of the language he used, he appeared to be indulging in some of the choicest swear-words in his vocabulary. The usual crowd was immediately around and in the clerk, after throwing down the bamboo, quickly disappeared. This incident naturally suggests two questions: First, is a bamboo carrying-pole an obstruction, when carried on the sidewalk? And, secondly, was that clerk as blantly innocent as he appeared?

CANTON DAY BY DAY.

A TOUR OF INSPECTION.

[From Our Own Correspondent.]

Canton, 20th November.
On the 19th inst. H.E. Viceroy Chow accompanied by the Provincial Treasury Kwong-chow Prefect and others, went out on a visit of inspection. They went over the new bund and H.E. questioned the weiyuan, who has charge of the department, very minutely as to the dimensions and other questions concerning the work. On the same day H.E. made an inspection of the old governor's yamen building, for he proposes to remove his offices there, as the building is more spacious and situated on a more suitable site. During the day he also paid a visit to the Government Cement Works at Honam.

MILITARY APPOINTMENTS.

An Imperial Decree, dated the 18th inst., was issued at Peking, making two appointments, to fill the vacancies of Lieutenant Tatar Generals of Canton. The names of the two lieutenant generals are Fu Ching, a Manchurian, and Li Kwok Git, a Chinese. The latter is a grandson of the late Li Hung Chang, so a Chinese has been appointed to a position, which formerly could only be held by a Manchurian. It is evident that the distinction between Chinese and Manchurian will soon be wiped out.

SWATOW-CHOWCHOW RAILWAY.

The construction of the railway extending from Chowchow to Swatow, has now been completed and the opening ceremony has been fixed for the 25th of this month.

CANTON NAVAL DEPARTMENT.

H.E. Viceroy Chow has appointed Wei yuans Lu and Yang to the position of Commodore of the Canton Naval Department, which had been rendered vacant by the late Commodore Lu and I am, who committed suicide, because they had been accused of embezzling the funds of that department.

CONSULAR AMENITIES.

The Vice-Consul of Belgium at Hongkong paid a visit to H.E. Viceroy Chow, this morning, at 10 o'clock.

CHINESE MIDSHIPMAN.

IN THE BRITISH NAVY.

Our readers will remember that when H.E. Viceroy Chow passed through Hongkong recently, Admiral Sir Arthur W. Moore deputed Mr. L. Shen, a Chinese midshipman now attached to H.M.S. *King Alfred*, to convey an invitation to the distinguished passenger, to visit H.M.S. *King Alfred*. This invitation was graciously accepted and, Mr. Shen escorted H.E. Chow Fu to the flagship, and later to Government House, whither H.E. proceeded to call upon His Excellency the Governor, Sir Matthew Nathan, a Government House chair being placed at Mr. Shen's disposal. This gentleman is one of several Chinese cadets who have passed through the Naval College at Osborne, being subsequently attached to H.M.S. *Terrible*, and then transferred to H.M.S. *King Alfred*. Mr. Shen completed his three years' course on the 16th inst., and will return to China to rejoin the Imperial Chinese Admiralty service on the 22nd inst. The names of the other Chinese midshipmen at present serving in the British Navy are: Woo Tsun-shan, Chen Chow Tung, Chu Tien Song, Fong Yu Song, and Wong Kwai Yung.

THE YUE-HAN RAILWAY.

H.E. CHOW FU AND CHANG TO CHAI.

[From a Correspondent.]

Canton, 20th November.
Yesterday morning Mr. Chang To Chai received a telephone message from the Viceroy's yamen, requesting him to call upon H.E. Chow Fu, at his earliest convenience. As soon as Mr. Chang received this message he at once ordered his chair and proceeded to the viceregal yamen, where he had an interview of considerable duration with H.E. Chow Fu. It appears that H.E. Chow Fu's desire to see Mr. Chang was on account of his knowledge of and interest in the affairs of the Yue-han railway. In the course of the interview Mr. Chang requested H.E. Chow Fu's permission to resign from the directorate of the Yue-han railway, as it was necessary for him to return home to attend to the arranging of the funeral obsequies of a deceased relative, and also to look after private matters of his own. H.E. the Viceroy, in replying to that request, said that while it was necessary for the reasons stated for Mr. Chang to resign his position on the Board of Directors of the Yue-han Railway Company, H.E. hoped that Mr. Chang would still continue to take an interest and at all times help with his advice on matters pertaining to the railway administrations. Mr. Chang thanked H.E. the Viceroy and promised what he asked. His promise was communicated to the shareholders of the Yue-han Railway Company, who expressed great satisfaction on hearing that they were not to lose the services of Mr. Chang altogether.

MAHOMED Isop, an Indian jeweller, was arraigned before Mr. F. Hazeland, this morning, at the Police Court, on a charge stealing a "chicken" from a female hawk, at Hungnam yesterday. The complainant said that accused went to her home, No. 81, Market Street, and bargained for the fowl. Her price was forty-five cents. Accused offered thirty-five cents. While her back was turned on him he picked up the bird and ran away. She gave chase and arrested him, handing him over to a *Lukong*. After evidence was heard, his Worship adjourned the case until Saturday next, so that Sergeant O'Sullivan, who is at present engaged census-taking, will be able to attend. The accused was released on bail in the sum of \$25.

E L E G R A M S.

"HONGKONG TELEGRAPH" SERVICE.

S.S. "KINSHAN" ASHORE.

AT TAIMEE.

[From Our Own Correspondent.]

Shameen, 21st November, 12.5 p.m.

The s.s. *Kinshan* (Capt. J. J. Lossius), upward bound from Hongkong, went ashore this morning at Taimee between Whampoa and Canton.

The s.s. *Kinshan* left Hongkong for Canton last night with a large number of passengers and general cargo. She was only recently out of the Dock Co's hands after being ashore for just a month at Piler Point in Castle Peak Bay. The *Kinshan* is one of the latest additions to the fine fleet of the Hongkong, Canton and Macao Steamboat Co., Ltd.; she is a twin screw steel steamer of 2,861 gross and 1,318 register tonnage. She was built in Hongkong, by the Hongkong and Whampoa Dock Co., Ltd., 290 feet in length, 54 feet beam and a draft of about 8 feet.

The place where the *Kinshan* has run ashore is believed to be a mud bank and there is no fear that she will be in any way injured. It is hoped that at the next high tide she will be got off safe and sound.—Ed., H.K.T.]

[Reuter's.]

Canadian Pacific Mails.

LONDON, 19th November.

The Canadian Pacific has shortened the land transit for mails, and hope that the English mail will reach Hongkong in 27 days.

Germany.

The German papers, including the Conservative ones, continue to be intensely dissatisfied with the situation at home and abroad, and attribute it largely to the Kaiser's constant personal intervention. They strongly urge the necessity of a remedy.

Prince von Buelow's speeches have not allayed the popular discontent at the foreign policy.

Later.

The Situation in Morocco.

The condition of Morocco is going from bad to worse.

The Europeans are looking forward to a Franco-Spanish intervention, and it is understood that both countries are making preparations to avoid being taken unawares when the moment for action arrives.

INDIAN MANSLAUGHTER CASE.

EVIDENCE TAKEN.

Gulam Sher, an Indian watchman, employed on the Kowloon-Canton Railway line, was brought up on remand before Mr. F. A. Hazeland, at the Magistracy, this afternoon, on a charge of manslaughter. He was alleged to have caused the death of one Ng Hing Fuk, a pigdealer, at Yaumati, on the 13th instant.

Inspector Macdonald, of Yaumati Police Station, conducted the case on behalf of the police.

The police testified that they had six witnesses to call. The defendant said that one Indian would speak on his behalf. Two Chinese witnesses for the defence, he said, could not be found.

The first witness for the prosecution was Cheung Hau, a foreman, on the Kowloon-Canton line. He said he lived at 105, Station Street, Mongkok. Witness did not know the deceased. On the 13th instant, at 2 p.m., he went on, the deceased was leading a boar along the road that leads from Kowloon-tong to Kowloon-chai. This was near the railway track. The defendant was sitting on the side of the road. When the boar passed him, witness saw accused pick up some earth and throw it at the boar. The deceased told defendant not to do it again, which the Indian repeated. Then, deceased said *Melo Kwai* (Indian devil). Thereupon accused went up to deceased and struck him on the chest and on the left side. He then kicked deceased, who fell to the ground. While on the ground defendant stamped on deceased's back three times. Witness and three others went and seized hold of defendant and took him to Yaumati Police Station.

Other evidence was called which showed that the pig dealer died two hours after the alleged assault occurred.

The case was remanded.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 21st at 11.50 a.m.—Pressure is still high over China, but giving way quickly, particularly along the Yangtze. Probably an area of low pressure will appear to the North of the Yangtze.

The barometer is rising over Japan, the depression lying in the Sea of Japan yesterday, having moved into the Pacific. Gradients have decreased on the China Coast and the monsoon will moderate. Over the China Sea they continue rather steep and hard monsoon is still expected to prevail.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh to moderate; fine.
2.—Formosa Channel, same as No. 1.
3.—South coast of China between Hongkong and Lamocke, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

T E L E G R A M S.

"HONGKONG TELEGRAPH" SERVICE.

RUSSIA AND JAPAN. COMMERCIAL TREATY NEGOTIATIONS.

RUPTURE IMMINENT.

[From Our Own Correspondent.]

Shanghai, 21st November, 2.55 p.m.

It is reported from St. Petersburg that a rupture of negotiations is imminent in connection with the discussion of the new Russo-Japanese Commercial Treaty.

AMERICAN TRANSPORT IN COLLISION.

42 DROWNED.

[From Our Own Correspondent.]

Shanghai, 21st November, 2.55 p.m.

The American transport *Dixie* collided with the steamer *Jennie* off Puget Sound.

The *Jennie* sank, and it is reported that forty-two persons have been drowned.

A DOG RANCHER.

RIOT NARROWLY AVOIDED IN HONAM.

Shortly after 11 p.m. on the 19th instant a most excellent and worthy launch Captain, having perhaps dined and wineed too handsomely, did himself the proud pleasure, in passing through the streets of Honam, of setting his light affections upon, and casually commanding, the pet Chinese dog of a shop-keeper of those parts.

This worthy scaring person appears to be, in more or less degree, a *virgatus* in the matter of dogs, since he proceeded, without further ado, to tuck the bow-wow, now in dispute, under his arm, with the ultimate intention of carrying it aboard the lugger.

When the unfortunate owner of the dog protested against this unseemly requisition of his animal, he met with a distinct refusal of restitution.

In the meantime the usual crowd had gathered, learned the cause of the trouble, and the worthy navigator found it necessary to find protection for himself and the animal at issue, under the friendly roof of a colleague.

An ugly mob had collected; stones were thrown and revolvers drawn, and things looked serious for the Captain and the crowd equally—not forgetting the dog.

In response to a telephone message, fifty of the newly ordained, poli-e turned out to the assistance of the besieged skipper, and by dint of blows and persuasion, succeeded in clearing a road of escape for the dog-fancier.

We understand from a correspondent that, when asked by the Police as to whether he would accept a pecuniary compensation in lieu of the dog, the owner politely but firmly refused to consider anything but the return of the animal itself.

The dog still seemingly continues in possession of the captain, who I as done nothing to justify his ownership beyond the flinging of a 20-cent piece to the naturally infuriated crowd. If our information be correct, and we hold signed proof of the facts, we would ask if an outrage of this kind is to go unnoticed, since such happenings, simply serve to heap up trouble for more peace-observing and law-abiding foreigners, in the places where they occur.

H.E. CHOW FU.

INTERESTED IN RAILWAY MATTERS.

[From a Correspondent.]

Canton, 19th November.
On his arrival at Canton H.E. Chow Fu lost no time in calling upon the representatives of the Chinese commercial communities to inquire generally into the mercantile affairs of the province. His first call was paid to Tsoai Wen Tsoi Choi, manager of the Hongkong branch of the Chinese Imperial Telegraph Administration. Tsoai Wen Tsoi specially came over to Canton to look generally into the working of the Yue-han Railway Company's affairs. It is stated that this gentleman has made so good an impression upon H.E. Chow Fu for his brightness, intelligence and energy, that it is believed that H.E. Chow Fu will recommend Tsoai Wen to the Throne, for promotion to a higher rank, possibly, also, for a high office in connection with railway affairs.

NO BRITISH ENGINEER WILL COME. It will be remembered that some time ago you were enabled to announce that H. E. Chang To Chai, president of the Yue-han Railway, had wired to the Chinese Minister to the Court of St. James, in London, requesting him to inquire into the prospects of securing the services of a British engineer for the position of deputy engineer-in-chief of that railway.

H. E. the Minister, after giving the matter his careful consideration, has sent a telegram to H. E. Chang To Chai, a translation of which reads as follows: "Chang To Chai, President Yue-han Railway Co.—Very clever British engineers will not come to China to fill the position of deputy engineer-in-chief, but Mr. Sum, who is in North China, has just as good a knowledge of matters concerning railway construction as an experienced Britisher."

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lalrang*) 20th inst.
French (*Polynesian*) 27th inst.
American (*Coptic*) 29th inst.
The Boston S. S. Co's s.s. *Tyrann* sailed from Manila on 21st inst., and is due here on 23rd inst.
The I. C. S. N. Co's s.s. *Lusang* from Calcutta and the Straits left Singapore for this port on 20th inst., at 5 p.m.

NEW ADMIRALTY DOCKS.

PROGRESS OF OPERATIONS.

LARGEST CRANES IN THE FAR EAST

ERECTED IN HONGKONG

Few people in Hongkong, it is said, are cognizant of the very valuable additions which are at the moment being made in our local Naval Yard in the shape of new lifting power. For two decades or more the Hongkong Naval Arsenal has had to depend, for its hoisting gear, upon cranes and sheers of antiquated construction and feeble power; but about this time last year the Admiralty woke up to the necessity of supplying something better in the shape of material for lifting guns and other heavy weights from ship to shore, and vice versa; and concluded a contract with Messrs. Cowans Sheldon & Co., Ltd., of Carlisle, for the erection, within the local Yard, of three twenty-ton and one fifty-ton Fairbairn swan-necked cranes. The first of these cranes was erected in the Hongkong Naval Dockyard was one of the twenty-tonners, and the erection of this great piece of machinery was, as will be the case with the others, left in the capable hands of Mr. McGregor, the supervising engineer of Messrs. Cowans Sheldon & Co., who, with the satisfactory results which will be seen later on. These cranes mark an epoch in hoisting power in the Orient, since not only are they more powerful than anything of their kind in the Eastern world, but are also the sole examples of their capacity outside the United Kingdom. They are intended to be worked electrically, but seeing that, at present, Hongkong has no electric power to give them, they will be worked for the time being by steam, for the supply of which the contractors are also furnishing engines and boilers. The specifications of these great elevators will, we think, prove interesting alike to professionals and to those who take an interest in things naval. They are as follows:

The job of each crane is strong box section, constructed of mild steel plates and angles, all securely riveted, and rising from the base to the jib head in a curved form; hence the appellation "swan-neck." In the case of the twenty-ton cranes, the radius of each from the centre of the base to the centre of the main lift is sixty feet; the height from the ground level to the centre of the jib-head is sixty-five feet, and the length of the wire rope is so arranged that the hook of the crane may be lowered thirty-five feet below the ground level with not less than three complete turns remaining upon the barrel. Needless to say, special foundations have been made both on the arm of the naval "Camber" and on the east and north sides, for the reception of these cranes. Pending, as we have suggested, the necessary supply of electric power, the lifting gear is to be driven by a motor, the first reduction gear being of steel with teeth machine-cut from the solid ring forged steel; the barrel of the winch is of cast iron turned and grooved to fit the wire rope. With regard to speed, it will, we shall have something to say later, it is understood that the gearing is of sufficiently ample strength to deal with the test load of 30 tons which is the full test weight for these 20-ton cranes; the working load of 20 tons, should, it was arranged, be lifted at least 20 feet per minute, and a light lift was to be provided for capable of dealing with loads up to five tons at the rate of 80 feet per minute. The brake-gear, which is a most serious point in dealing with weights of this enormous character, is so arranged that it may be worked either by hand or by an electro-magnet connected up in series with the lifting motor, so that whenever the current is applied to the motor, the brake is automatically released; but should, from any cause whatever, the current be broken, the brake is sufficiently powerful to take on and hold the test-load of up to thirty tons. The revolving gear is so arranged that the cranes will turn at a speed of 150 feet per minute at the hook, with the working load of 20 tons suspended; but the first tests have proved that, both in this respect and in lifting speed, they can do better.

THE FOUNDATION. Not the least interesting item in the part that these heavy weight lifters will play is the foundation, the plates of which are cast iron and adapted for live roller arrangement. The foundations go 29 feet 6 inches into the ground and the foundation pit is lined with a cast-iron cylinder of one inch in thickness; the joints are necessarily water-tight, and the flanges machine-faced, while the revolving racks, secured to the top of the foundation plates are in segments. A steam pump, which is also capable of bringing water manually, is fitted, with the object of keeping the foundation recesses dry. As to electric motors each crane is fitted with two, of the totally enclosed direct current type, capable of developing 250 volts at the terminals. The engines, which will provide the power for driving the cranes, until such time as a supply of electricity is available, are of the double cylinder type, fitted with link motion, and designed to do the full work with a pressure of 90 lbs. to the square inch. The boiler is a vertical one and bears a maximum working pressure of 100 lbs. to the square inch.

THE TESTS.

The original tender to the Admiralty provided for the supervision of the erection of the cranes by two engineers from Messrs. Cowans Sheldon & Co.; and we shall now see what very excellent results Mr. McGregor and his assistant have achieved in their task. After the erection of the first 20-ton crane the local authorities at the Naval Yard made the necessary official tests, with the following happy issue. The crane lifted her test-load of 30 tons, deflecting only 4 1/16 of an inch, and straightened herself up again without any sign of strain. The brake-test was then made, and, without any steam control, the crane lowered her burden in capital form. This trial was a severe one for the man at the brake, for there is always a possibility in a heavy test of this kind of the brake "flying," an occurrence which would generally be calculated to end in

the total extinguishment of the plucky operator. In lifting her specified weight of 30 tons, this crane showed a deflection only of 3 inches, and again went back stiff-necked and erect, without any sign of strain; whilst as to speed, she lifted the irreducible test-minimum of 30 tons 20 feet in 46 seconds, being 54 seconds in advance of the contract demand, and in the matter of revolving speed, she did 188 feet in 88 seconds, the contract calling only for 150 feet per minute. The crane put a brilliant climax to her trials by lifting a weight of 5 tons to a height of 20 feet in 12 seconds, having proved herself the most immaculately record machine outside of the British Isles.

THE SUPERVISING ENGINEER.

Mr. McGregor, the supervising engineer for Messrs. Cowans Sheldon & Co., is one of most genial and enthusiastic personalities we have had the pleasure of interviewing. Employed originally as a comparatively young man's chief engineer of the Peim Coal Company, Mr. McGregor soon turned his attention to the special work of erecting lifting gear, in the shape of sheers and cranes, of high capacity. On behalf of Messrs. Day and Summers of Southampton, for example, he put up, at Chatham, what are probably the biggest and most powerful sheers in the naval world. The back-leg of these sheers is no less than 210 feet in length by 6 feet in diameter, the two front legs being 60 feet in length, with a diameter of 5 feet 9 inches. The total weight, including links, is 145 tons. The length of the screw is 75 feet; over all 92 feet with a diameter of 11 1/2 inches; the 1 inch square cut thread in the raw forged steel weighing no less than 27 tons. Mr. McGregor also erected, at the Davenport Naval Yard, sheers, the back leg of which was 210 feet in length, the front legs 156 feet, and total weight 135 tons; while at Portsmouth he erected a comparative replica of these, of only a few tons difference in weight. Though a very much travelled man, Mr. McGregor lives a quiet life, seeming to prefer work to play, and to take an intense personal interest in the great undertakings which he so skilfully supervises. His first considerable piece of work was the erection of large sheers in Bermuda in 1878, since which he has been busy, and all the time employed in the erection of heavy lifting gear of all kinds in all parts of the world, including, for example, twenty-ton and one hundred and thirty-ton sheers at Glasgow, and a one hundred and thirty-ton derrick crane at Belfast. In 1892, after doing some important work for the Turkish Admiralty, Mr. McGregor was decorated by the Sultan with the order of Mejidieh of the fourth class, and he comes to us in Hongkong from Malta, where he was recently engaged in the establishment of some large travelling cranes for the British Admiralty.

THE SIKH POLICE.

One sequel to the strike among the Sikh Police on September 30 was witnessed yesterday, says the N. C. J., of this instance, when ten of the ringleaders were charged before the Judge of the Supreme Court and bound over to produce various signs as a guarantee of good behaviour with the alternative of deportation to India. It will be remembered that at the time of the strike no punishment was meted out to the malcontents; they were repimanded for their insubordination and sent back to duty with the promise that, if they behaved themselves, their grievances would be listened to at the end of one month. Yesterday's proceedings do not altogether fall within the letter of this undertaking, and the reason for this is to be found in the arrival of Major E. S. Hall of the 27th Sikh Regiment, stationed at Tientsin to inquire on behalf of the Municipal Council into the condition of the Sikhs attached to the Shanghai Police Force. For some three weeks this able officer has been investigating the question of the Sikh insubordination, and with the help of a jemadar he has satisfied himself that the men charged yesterday not only were responsible for the strike on September 30, but also had tried to provoke a fresh strike for the end of October. He is of opinion that the retention of such men in the force constitutes a menace to the loyalty of the police and to the safety of the Settlement. The affidavits of Major Hall and the jemadar, together with the evidence adduced in Court, are a clear indication of the seriousness of the situation six weeks ago when the constables refused duty. They serve also to emphasize the complete inadequacy of the measures taken at that time to cope with the insubordination.

In addition to marking out for punishment the ringleaders of the recent strike, Major Hall is to embody the results of his inquiry and such suggestions for the permanent control of the Sikh Police as his experience and local investigations may prompt into a Report which the Council has undertaken to make public. Pending the publication of this document, which will be awaited with great interest, we have no wish to anticipate Major Hall's findings nor to see the Council take any decisive steps in regard to the handling of the case to the chief command of the Shanghai Police Force. The moral of yesterday's proceedings in Court, however, is clear; practically all the evidence now forthcoming should have been in the hands of the authorities within twenty-four hours of the overt act of insubordination. That it was not so is due exclusively to the fact that the officers of the Police force were entirely out of touch with the Sikhs and unable through ignorance of their language to collect such evidence or indeed to communicate in any satisfactory way with the recalcitrant constables. As things are, a minimum amount of harm has been done; there has, however, been an exhibition of moral weakness and it is safe to assert that, when the insubordinate constables were cajoled into returning to duty, yesterday's denouement was not unduly mitigated by the authorities. It will be well if the result of the sentence is the reputation of the ten prisoners by their fellow countrymen to be followed by their prompt deportation to India. Quite within the bounds of possibility might be the general resentment of the whole force against such vacillating treatment and the creation of a state of affairs worse than was threatened on September 30. If the community escapes from the latter dilemma, it has to be grateful to the agitation which induced the Municipal Council to seek extraneous help in inquiring into the matter.

In dealing with the question of the chief command of the Municipal Police, arising out of the trouble in the Sikh force, it is possible to fall into one of two errors. We may either exaggerate the incident or we may make light of it to such an extent that we shall be prepared to perpetuate with a light heart the evils of existing conditions. It is, un-

doubtedly, true that the Sikh Police are at present far from being a large body, and they have been installed in Shanghai for nearly a core of years without causing any striking amount of trouble. Again everyone will admit that the Chinese constitute an important as well as by far the most numerous section of the force. To expect to find combined in one man an intimate knowledge of both races and languages is clearly out of the question, and the problem to be decided is whether a knowledge of the Sikh or of the Chinese is preferable as a separate qualification for the command of the Shanghai police. The matter requires careful consideration and due attention to expert opinion. As things are at present there is no police officer in Shanghai possessing any knowledge of Sikhs. Such a condition of affairs is fatal, so long as we rely upon our Sikhs as our first line of defence in emergencies. There will always be a large staff in the Police force thoroughly cognizant of the Chinese, their language and customs, moreover, they do not seem to require the exercise of that personal influence and parental authority which is necessary to bring out the best efforts of the Sikhs. We would again urge that judgement in this matter should be withheld pending the publication of Major Hall's Report. Above all it would be wise of the Municipal Council to commit itself to any appointment which is not likely to meet with the approval of the bulk of the community.

THE SHANGHAI DOCK AND ENGINEERING CO., LTD.

To the Editor of the "North-China Daily News." Sir,—Inasmuch as you cannot separate the individual from the family in the patriarchal life of the Chinese, where the sons are visited upon the head of the father so you cannot separate the Shanghai Dock and Engineering Co. from its proposed offspring, the new Wharf and Godown Co., the birth of which, if it is not stillborn, will be either a blessing or a curse to the parent Company. To the ordinary man, who is being backed up in his opinion by professional people, it would seem that the Dock Co. by disposing of the Cosmopolitan land will for ever lose the only chance it has of concentrating its business, a measure which has long engaged the attention of shareholders and directors alike. The International Dock and the Cosmopolitan Dock are separated by just that very piece of land on which it is the intention to erect godowns and the handing over to the Wharf Co. of this property will therefore scatter instead of concentrating the Docks.

If by a magician's wand you could erect the twelve godowns and construct the necessary wharves without any cost, it stands to reason that the prospects of earning money would be good, but for every dollar you have to spend on the new concern the less your profits will be. It would seem to be so self-evident that I only mention it because I have actually come across people whom I have hitherto regarded as sensible enough, but who have seriously argued that the capital of Tael 3,000,000 is of no consequence.

It is intended to dispense with the caisson of the Old Dock and let lighters full of cargo pass right in and discharge contents directly into the cosmopolitan godowns. To discharge cargo into lighters in the stream and then discharge a second time into the godowns, I understand will be more expensive than the ordinary way of discharging direct from the steamer alongside the wharf. I do not know, I only ask the question, and I ask further: if extra cost is connected with this modern way of facilitating the unloading of a ship, who is going to pay this extra cost? The shipowner, the shipper, the consignee or the Wharf Co.? The question may not be one of very great importance, for I understand that these lighters will not make many journeys in and out of the open dock before that place has been filled up with mud, so that no lighters can go in there at all. I notice that every time a ship goes into the Old Dock a deposit of mud is left by the swirling tide, and I would recommend the directors of the new Wharf Co. to leave the Old Dock open for a month or two in order to save the expense of filling it up. The tide will do it for them quite automatically, and free of charge.

As for the wharf and godowns at the Cosmopolitan Dock, only three miles away from civilization, it stands to reason that shippers and consignees will much prefer to have their cargo stored three miles down river. Every time they wish to take delivery of part of their stored goods a fast steam-launch will speed them down to their property, and even if the tide is against them it will not take them more than about an hour to get there, provided they do not miss the launch, which will start punctually. It will also start punctually on the way back, and you may again miss it, or you may not have got through your business; but then, of course, you will have your cold tiffin with you and spend an altogether delightful afternoon. Then there is the vexed question of coolies. The gentlemen have to be brought over from the Shanghai side, an operation that may prolong the picnic a little longer, but which will naturally be a source of joy to the business man who is out on a holiday. Anyhow, this is a mere detail, and the new wharf will have a firm friend in the junior clerk, who will have many an involuntary picnic down there.

Quite another story has to be told when the big P. & O. steamers come alongside the eleven-hundred-foot long wharf. The bulk of the business of the P. & O. will be cotton yarn each bale weighing about 450 lbs. This is one of the least paying commodities to store; it being so heavy and bulky, its size far exceeding any other cargo, likely to go to that wharf. It stands to reason, and will certainly be a fact that no head-coolie man will take on the job for less than double the ordinary wage where there is a larger mixture of cargo of small packages as for instance at the Shanghai & Hongkew Wharf Co.'s wharves where coolies, being on the Shanghai side, can be summoned and be at work at a moment's notice, which is impossible on the Cosmopolitan wharf, as all bamboo coolies have to be brought over from the Shanghai side. This means a deference in the discharge of the vessel, involving loss to the shipowner. Besides, the place is in a most exposed position, and, broadly speaking, it will take one day to move cargo from the wharf for trans-shipment say to Tientsin, plus all the risks of the cargo being that out on account of being too late.

Now, if this new scheme is a good scheme, it may be presumed that wharf people in Shanghai, people with professional knowledge with money to invest, would immediately buy up dock shares, so that they might benefit by the compulsory issue of shares in the new Wharf Co. If they could see any possibility of a moderate return on their investment, how many wharf people in Shanghai have been convinced that the proposed new wharf scheme will be able to give a return of 6 per cent, and how many have bought shares on their own account?

Quite apart from the fact that the want of godowns has now been satisfied, and that no steamer is at the present time in need of wharfage or godowns it will be interesting to take a comparison between the new existing wharf and godown companies and the proposed new company, for it is a comparison which will appeal to everybody by its simplicity and which can be understood by everybody.

	Godown	Wharf	Godown	Wharf
Yangtze W. & G. Co., Ltd.	8	611	250,000	31,000
Shanghai W. & G. Co., Ltd.	114	1,114	2,500,000	310,000
Proposed Scheme	22	1,114	3,000,000	420,000
The Shanghai and Hongkew Wharf Co.				
have in addition to the capital a debenture issue of Tls. 7,450,000, of which 70 per cent, however, is covered by the Reserve Fund. It has to be noted that the wharf frontage of the new scheme in reality only amounts to about 1,150 feet as you can scarcely call the Old Dock, into which the lighters have to go, wharf frontage.				

Now, the above table speaks for itself. The figures given for the new scheme are not my figures, but the figures of the promoters, and the figures of the other two concerns are not my figures either, but are taken from sources which are accessible to the promoters of the new scheme as well as to every man in Shanghai and the rest of China who can read, add up figures, subtract, multiply and divide.

Calculated on the same basis as the figures arrived at by the promoters of the new scheme, namely, a profit of Tls. 420,000 on twelve godowns, half of which are situated beyond the limits of law and order, and disregarding entirely the fact that the Yangtze Wharf Co.'s godowns are less than half the distance down river, and also the fact that over one hundred godowns belonging to the Shanghai and Hongkew Wharf Co. are situated on the Shanghai side at about the most ideal spot for storage, we find that, by employing the standard used by the promoters, the Yangtze Wharf and Godown Co. ought to show a profit of Tls. 280,000, whereas they only earn Tls. 55,000, and that the Shanghai and Hongkew Wharf Co. ought to show a profit of Tls. 7,775,000. But having regard to the fact that the majority of the godowns of the latter Company are undoubtedly smaller than those contemplated to be erected by the promoters of the new scheme, it will be more reasonable to suppose that the Shanghai & Hongkew Wharf Co. can really only make a profit of Tls. 5,000,000 a year, which in all conscience is quite satisfactory enough.

So far, all my criticism has been destructive, which, under the circumstances, it was bound to be; as there is not a single feature of the scheme which can appeal to any ordinary man with common sense. But I have one constructive suggestion to offer, which is this: Would it not, considering our present plight, be more reasonable if we made some little sacrifice for a few years by paying to shareholders in the Dock Co. a nominal dividend of say Tls. 3 per share, and whatever more we may earn to use for improvements of our property on the same lines as suggested by the promoters of the new scheme. In two or three years we should have half a dozen godowns ready somewhere on our property, and as our capital would remain the same we should have an excellent chance of earning a good substantial profit on the money sunk in the scheme. To a great many people it is sufficient for the success of a proposed new undertaking to see that it is being backed by such names as Sir Charles Dudgeon, Messrs. A. M. Marshall, Jenner Hogg, Cecil Holliday and F. E. Taylor. The names of these gentlemen carry an enormous weight in a community like that of Shanghai, but somehow figures will tell in the end, and it does not matter whether you spell your name with a Z or an N, as long as you can prove that these gentlemen have made a mistake in their calculations. Happily there is still a little commonsense left in Shanghai, and only this morning a gentleman, whose name carries as much weight as any of the above, discussed the matter with me, and he said that although he had promised to take some shares in the new concern he would now, seeing how matters really stand, absolutely refuse to take them up. Is it possible that others have had their eyes opened as well?

Finally, I wish to thank you, Sir, for the courteous hospitality you have extended to me in your columns, and I trust it will be a long time before I shall again obtrude my insignificant name on them.—I am, etc.

G. NIELSEN.

November 15.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers.—National Banks \$47, Hongkong Pines \$321, H.K. & C. M. Steamboats \$27, Indo-China \$75, Kowloon Wharves \$88, Shanghai Docks Tls. 108, Hongkong Lands \$104, Dairy Farms \$17, Cements \$19, Electric \$15.
Sellers.—Hongkong Banks \$810, Unions \$775, Cantons \$300, China and Manilla \$23, Doughties \$40, Shell Transport \$31, China Sugars \$145, Rubbers \$9, Hongkong Docks \$151, West Point \$50, Humphreys Estate \$11, China Borneo \$10, China Provident \$9, China \$365, China Light and Power \$10, A. S. Watsons \$32, Powells \$8.
Sales.—Hongkong Banks \$810, London \$93, Nominal—China Fires \$95, Hongkew Wharves Tls. 230, Hongkong Hotels \$112, Hongkong Cotton \$13, Tramways \$215.

TO-DAY'S EXCHANGE.

	Selling.
London—Bank T.T.	2/3 7/16
Do. demand	2/3 1/4
Do. 4 months' sight	2/3 1/4
France—Bank T.T.	2/3 1/4
Germany—Bank T.T.	2/3 1/4
India T.T.	170
Do. demand	170 1/2
Shanghai—Bank T.T.	72 1/2
Singapore T.T.	1 1/2 prem
Japan—Bank T.T.	112 1/2
Java—Bank T.T.	138 1/2
4 months' sight L/C.	2/4 3/16
6 months' sight L/C.	2/4 1/2
30 days' sight San Francisco & New York	56 1/2
4 months' sight	57 1/2
30 days' sight Sydney and Melbourne	27 7/16
4 months' sight France	2 9/16
6 months' sight	2 9/16
3 months' sight Germany	2 9/16
Bar Silver	3 1/16
Bank of England rate	6 1/2
Sovereign	8 1/2

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to sell by PUBLIC AUCTION, TO-MORROW,

the 22nd November, 1906, at 11 A.M., at No. 16, Queen's Road Central, SUNDRIY SHOP FURNITURE

AND A quantity of BOOKS belonging to the Estate of the late R. W. HOUGHTON, deceased. TERMS—As usual.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 21st November, 1906. [1118]

HONGKONG JOCKEY CLUB.

MEMBERS desirous of RENTING ACCOMMODATION at the Race Course for the Current Season will oblige by applying to the Undersigned before FRIDAY, 30th instant.

By Order, T. F. HOUGH, Clerk of the Course, Hongkong, 21st November, 1906. [1121]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

DURING my temporary absence from the Colony Mr. JOHN ARNOLD will act as SECRETARY to the Company.

By Order of the Board of Directors, W. E. CLARKE, Acting Secretary, Hongkong, 21st November, 1906. [1122]

SACRIFICIAL SALE! FOR 15 DAYS ONLY!

Of High Grade English Make GENTS' BICYCLES, LADIES' BICYCLES, BOYS' BICYCLES, CHILDREN'S TRICYCLES, TYRES, INNER TUBES, LAMPS, PUMPS, and everything for Cycles. Sale now on! DRAGON CYCLE DEPOT, 11, D'Almeida Street, Hongkong, 21st November, 1906. [1120]

WANTED.

A MAH TO TRAVEL TO HONGKONG, by LADY with YOUNG BABY leaving London about end of January next. Please address—

M. M., C/o Mrs. Caesar, 24, Victoria Road, Stroud Green, London, N. Hongkong, 21st November, 1906. [1123]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Steamship

"PRINZ REGENT LUPTOLD," Captain Kirchner, will leave for the above places, TO-MORROW, the 22nd instant, at Noon. For further Particulars, apply to NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 21st November, 1906. [1124]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods delivered after the 27th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 27th instant, at 9.30 A.M.

All Claims must reach us before the 3rd of December, or they will not be recognized.

Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents, Hongkong, 21st November, 1906. [1125]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENROY" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW, Hongkong, 21st November, 1906. [1126]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer "KWONG TUNG" 1,238 H. W. WALKER. Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey—\$5 (Servant excluded), Meals \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., No. 8, Queen's Road West, Hongkong, 21st November, 1906. [1075]

Intimations.

THE ROBINSON PIANO CO., LD.

HAVING SECURED AN INTEREST IN A LARGE LONDON FACTORY CAN SUPPLY HOME PIANOS ON EVEN MORE EXCEPTIONAL TERMS THAN EVER.

PIANO AND APOLLO PIANOLA, \$550!!!

FROM MANUFACTURER TO PURCHASER DIRECT.

Hongkong, 10th November, 1906. [1127]

MOËT & CHANDON'S

HIGHEST GRADE OF CHAMPAGNE IS

"DRY IMPERIAL" BRAND

AS SUPPLIED BY ROYAL WARRANTS TO

KING EDWARD VII.

THE EMPEROR OF GERMANY.

THE CZAR OF RUSSIA.

ALSO SUPPLIED FOR THE LEADING PRESIDENTIAL BANQUETS OF

FRANCE AND THE UNITED STATES.

Per Case 12 Bottles \$57.00
" " 24 Bottles 60.00

SOLE AGENTS:

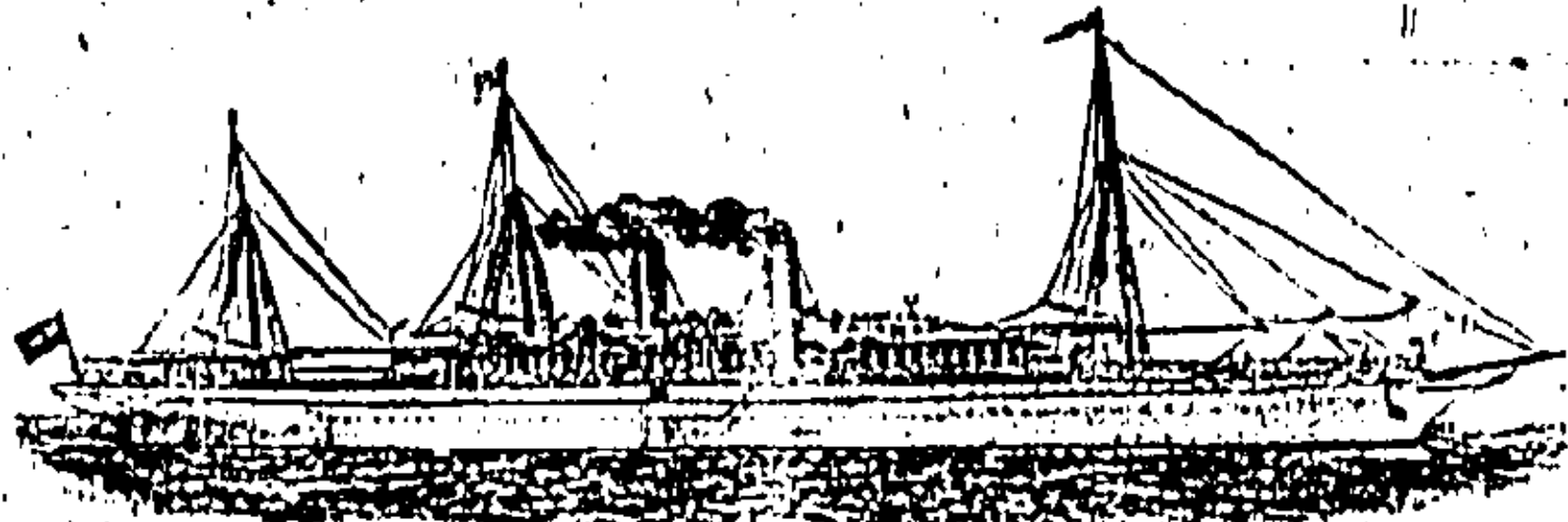
H. PRICE & CO.

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL, Hongkong, 8th November, 1906. [1128]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.
The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA"	6,000	THURSDAY, November 22nd	December 10th
"ATHENIAN"	3,882	WEDNESDAY, November 28th	December 22nd
"EMPEROR OF JAPAN"	6,000	THURSDAY, December 20th	January 7th
"MONTEAGLE"	6,163	WEDNESDAY, December 26th	January 19th
"EMPEROR OF CHINA"	6,000	THURSDAY, January 17th	February 4th
"TARTAR"	4,425	WEDNESDAY, January 23rd	February 10th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.
R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
J. W. CRADDOCK, Acting General Agent,
Hongkong, 14th November, 1906. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'PORE, SAMARANG & SOERABAYA	CHUNSAUNG	THURSDAY, 22nd Nov., 4 P.M.
S'PORE, PENANG & CALCUTTA	KUTSANG	FRIDAY, 23rd Nov., 3 P.M.
MANILA	YUENSANG	FRIDAY, 23rd Nov., 4 P.M.
SHANGHAI	TAISANG	FRIDAY, 23rd Nov., 4 P.M.
SHANGHAI	KWONGSANG	SATURDAY, 24th Nov., Noon.
TIENSIN	CHIPSING	SATURDAY, 24th Nov., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 21st November, 1906. [16]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGKIANG"	22nd November.
SHANGHAI	"SHAOSING"	22nd "
NINGPO and SHANGHAI	"YOHOW"	24th "
SHANGHAI	"KIUKIANG"	26th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	3rd December.
YOKOHAMA and KOBE	"CHANGSHA"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled table. A daily qualified Surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 21st November, 1906. [19]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 24th Nov., at Noon.
ROBI	2540	R. Almod	"	SATURDAY, 1st Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 17th November, 1906. [17]



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	For	Sailing Dates
"BRAEMAR"	THURSDAY, 22nd instant, at 5 P.M.	

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 20th November, 1906. [18]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

By the new steamers, "RHEINLAND," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND TIENSIN VIA SHANGHAI.	Capt.	Jaeger	2nd December.
HOHENSTAUFEN	Bahle	2nd January.	
SILESIA	v. Doehren	1st February.	
SCANDIA	Filler	4th March.	
HAMBURG	v. Hoff	3rd April.	
RHEINLAND	Jaeger	1st May.	
HOHENSTAUFEN	Bahle	1st June.	
SILESIA	v. Doehren	1st July.	

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.			
RHENANIA		Capt. Hoff	14th December.
HOHENSTAUFEN		Jaeger	11th January.
SILESIA		Bahle	8th February.
SCANDIA		v. Doehren	22nd March.
HAMBURG		Filler	5th April.
RHEINLAND		v. Hoff	17th May.
HOHENSTAUFEN		Jaeger	14th June.
SILESIA		Bahle	12th July.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA ANDALUSIA	24th November.
FOR SHANGHAI, KOBE & YOKOHAMA AMBRIA	26th November.
FOR TSINGTAU, NAGASAKI and DAPHNE	27th November.
VLADIVOSTOCK	27th November.
FOR SHANGHAI, KOBE & YOKOHAMA HOHENSTAUFEN	2nd December.
FOR SHANGHAI, KOBE & YOKOHAMA ALESIA	15th December.
FOR SHANGHAI, KOBE & YOKOHAMA SPEZIA	29th December.

NEXT SAILINGS HOMEWARD.

VIA STRAIT: COLOMBO AND ADEN.	Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.
FOR HAVRE, ANTWERP AND HAMBURG SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG RHEINLAND	14th Dec.
FOR HAVRE AND HAMBURG ANDALUSIA	28th Dec.
FOR NEW YORK VANDALIA	2nd Jan.
FOR NEW YORK NUBIA	To follow.
FOR NAPLES, HAVRE, BREMEN & HAMBURG HOHENSTAUFEN	15th Jan.
FOR HAVRE AND HAMBURG SPEZIA	29th Jan.
FOR NAPLES, HAVRE AND HAMBURG SILESIA	8th Feb.

Hongkong, 21st November, 1906. [654]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"FLINTSHIRE"
will be despatched for the above Ports, on or about the 24th instant.

For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 20th November, 1906. [1105]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship
"DAKOTAH"
will be despatched for the above Ports, on or about the 26th instant.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 20th November, 1906. [1104]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"
Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.

M.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th November, 1906. [1052]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.
Captain W. C. T. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.
The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 14th November, 1906. [1042]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper, and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.
Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

THE KAISER'S EVERY-DAY LIFE

The everyday life of the German Emperor is rather severely systematized. He plunges into his day's work with cheerful and vigorous alacrity. He is an early riser—in the summer often at 5 and in the winter rarely after 7. During the hunting season he gets up even before these hours. He regularly braces himself with a shower bath, and then he slips into his uppers uniform (for, as William I used to say, "dressing gowns are not worn by the Hohenzollerns") and goes straight to breakfast.

His meals, as a rule, are simple rather than otherwise. His breakfast is of the "English kind," consisting of coffee or tea, toast, eggs, breakfast, or a cereal. "Luncheon is served at 2, and he partakes of soup, one meat dish with greens, one roast, and several entrées. Dinner at 6 is a more elaborate meal. Kaiser and the Kaiserin both insist on carefully and wholesomely prepared food, and although she never cooks dishes for her husband or family—as has been erroneously stated to often—she does frequently supervise the preparing of this or the other special course. The Kaiser is fond of baked meats and pot roasts, and likewise of fish oysters, macaroni, rice, force-meat balls, and of what is commonly called Hamburger steak. Usually, unless pressure of business prevents, he plans with his wife at breakfast the menu of the day.

At table the Kaiser prefers young Moselle wines; they and the Rhine wines are his favorites. He is a great wine drinker, and he frequently drinks a glass or two of Bordeaux or German mousses; the Rhine wines of older vintage and the French champagnes make their appearance only at larger dinners or for guests. In Rhine wines and Moselles the Kaiser of the Emperor are probably unrivalled. As a good Teuton, the Kaiser is naturally very fond of beer, Munich, Culmbach or Wurzburg. For many years he drank of this deep polished—after supper in the midst of congenial invited guests, so-called Bierschinken; also at his card parties (for he is rather fond of taking a hand at skat, a very interesting German game, which is played by him, however, only for low stakes), and at the Liebesmahl, or regimental banquets, which take place almost every day in the year at the various garrisons within the empire.

The Emperor of Germany is an indulgent husband, but a rather severe father. He believed in a soldierly training for his boys, such as he himself had. He makes an exception in the case of his only daughter, whom he affectionately styles his "Neutachchen" (a term popularly employed in Germany for the last born), and who habitually takes liberties with the dread War Lord which his own wife would shrink from. She is a very engaging little person, this Victoria Louise; and even in the presence of company this dainty miss has been seen to pull her father's mustache and dandle herself on his knee in the most brazen manner.

Though usually dictatorial and rather gruff with his sons, the Kaiser is by no means lacking in affection for them. Once, when the Kaiser had won a trophy—namely, a silver tankard filled with three-mark pieces—at a sharpshooters' contest where he had been the guest of honour, he turned to his aide-de-camp, telling him to take care of the prize, but putting the money loosely into his trousers, saying: "That's pocket money for the boys." Very often, when a guest at banquets, he will stuff his coat-tail pockets with sweetmeats from the dessert to make a like use of them.—Woll von Schierbrand in Lippincott's.

THE FAMILIAR GAS MANTLE.

It is strange how, by almost an accident, a new impetus was given to the gas industry by the discovery of the mantle. Dr. Carl Aus von Welsbach was seeking a new filament for the electric bulb, which would give more light than the filament made from hair, cane or wire, and to this end was experimenting with certain of the rare earths. Dr. von Welsbach noticed that when some of these earths came into contact with the bluer flame of his stove a very intense light appeared.

It then became a matter of a very short time when he was able to discover what chemicals had produced this light. These he found to be thorium and cerium, combined in a proportion of 99 per cent of the thorium and 1 per cent of the cerium. If the chemicals were made plastic and molded they were too thick to be heated sufficiently to emit an appreciable light. Then came the clever part of the invention, as the following experiment shows:

Take a little water and add common salt until no more salt can be dissolved. In this solution soak three or four pieces of cotton thread about twelve inches long, loosely twisted together and knotted at each end. After a few moments remove the threads and let them thoroughly dry; then suspend them in a convenient manner and tie a 1 lb weight, such as a finger ring, to one end of the threads. You can now burn out all the original cotton if it is perfectly dry by applying the flame of an alcohol lamp or a wax taper at the top, and the salt crystals remaining, will have sufficient cohesive power to support the ring.

In a manner precisely similar to this the gas mantle made by substituting the thorium and cerium compound for the table salt and the woven webbing for the strands of thread. The cotton is impregnated with the salts of the rare earths, thorium and cerium. This impregnation having been completed, the webbing is thoroughly dried and then cut into requisite lengths, and one end doubled in and plated and sewed with thread made from asbestos in such a manner as to form the loop at the top of the mantle.

The fabric is stretched over a wooden form of the shape of a finished mantle, only such larger, after which it is lifted off and suspended by a wire, and the flame of a gas burner is applied to the top, exactly as was done with the salted cotton, and the original cotton thread gradually burns away, shrinking, the meanwhile, leaving what has been characteristically called by a patent attorney a coherent skeleton of earthy oxides.

In other words, merely another form of the salt crystals retaining the shape of the thread. The mantle, having shrunk, more nearly approaches the size of the completed article, but is extremely fragile, and of indefinite shape, so that it must be subjected to the intense heat of a gas flame mixed with compressed air. In about two minutes this blast flame will shape the mantle and harden it sufficiently to permit handling.

Though now fairly strong, the mantle will not stand the rough usage of shipment, so it is still further treated by being steeped in a paraffin varnish which fills up the openings and otherwise stiffens the mantle. It is this varnish which is burned away when a new mantle is fitted, leaving the mantle in the same condition it was in after it had been subjected to the action of the compressed air-gas flame. At this part of the process it is only necessary to cut the mantle into proper length, mount it on a support and have it ready for the consumer's use.—Gas Light.

MAILS.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN," Captain J. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 27th November, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:— S.S. ERNEST SIMONS ... 11th December. S.S. POLYNESIE ... 25th December. S.S. CALEDONNIEN ... 8th January. S.S. SALAZIE ... 22nd January. S.S. OCEANIE ... 5th February.

G. DE CHAMPEAUX, Agent. Hongkong, 14th November, 1906.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship "MALTA," Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 1st December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Himalaya, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Teu for London (under arrangement), will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 12th January, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent. Hongkong, 21st November, 1906.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY. PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,606	T. W. Gadick	27th Nov.
Pleiades	3,753	F. G. Purington	20th Dec.
Cyra	4,417	G. V. Williams	29th Dec.
Shamut	9,606	E. V. Roberts	23rd Jan.
Hyades	3,753	J. Alwen	30th Jan.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. Shamut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents. Queen's Buildings. Hongkong, 5th November, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.) PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. "GLAZIER" ... 24th November. S.S. "SATSUMA" ... 11th January.

FOR NEW YORK. S.S. "ST. PATRICK" ... 10th December.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 10th November, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pis.
COGNAC	821.50	—
"	19.00	—
"	16.00	—
WHISKY, PALL MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO.'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO. ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

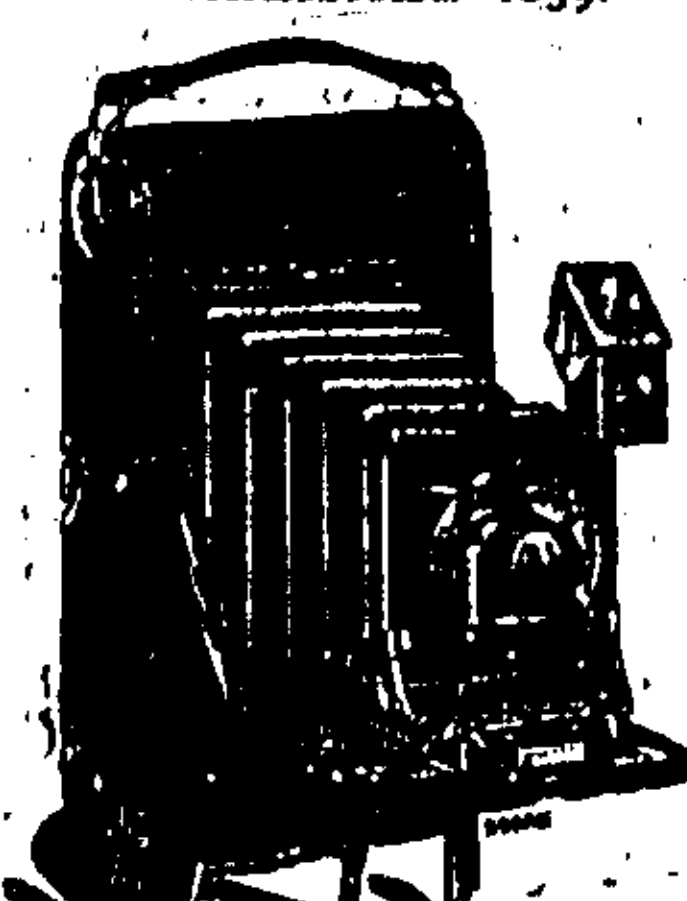
EASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION. Hongkong, 16th Nov. 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. REFERENCE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.	
BANKS.									
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$10,250,000 \$250,000 £12,735 \$150,000	\$1,712,473	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half-year 1906 \$2 (London 3/6) for 1905	5 1/2 %	{ \$810 London 20 1/2	
National Bank of China, Limited	90,025	£7	£6		\$74,099			147 buyers	
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$20,000	\$233,638	\$20 for 1905	6 1/2 %	\$300	
North China Insurance Company, Limited	11,000	£15	£5	{ £110,000 Tls. 100,000 Tls. 50,000 \$2,000,000 \$40,000 \$331,131 \$155,844 \$50,279 \$800,000 \$61,278 \$15,527 \$1,000,000 \$220,488 \$2,616 \$1,220,928	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906 Interim div. of 13/- for 1905	6 %	Tls. 8 1/2 sellers	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100		\$2,792,271	Interim div. of 13/- for 1905	4 1/2 %	\$775 sellers	
Yangtze Insurance Association, Limited	8,000	\$100	\$60		\$508,334	\$12 and 53 special dividend for 1904	9 %	\$165 sellers	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	20,000	\$100	\$20		\$344,098	\$6 for 1904	6 1/2 %	\$95 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50		\$422,618	\$25 for 1904	7 1/2 %	\$324 buyers	
SHIPPING.									
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$6,000 \$26,638	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$23	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$500,000 \$144,326 \$120,000 \$280,938 \$3,999	Nil.	\$2 1/2 for year ended 30.6.1906	6 1/2 %	\$40	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15		\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$27 1/2	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £120,000 £280,938 £3,999	£2,452	10/- @ ex. 2/1 9/16 = \$4.69	6 1/2 %	\$75	
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 40,000 Tls. 100,000 Tls. 400,000	Tls. 23,156	{ Interim div. of Tls. 2 1/2 Interim div. of Tls. 1 1/2 a/c 1906 1/- (Coupon No. 6) for 1905	9 %	Tls. 55 1/2 sales Tls. 50 sales	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £4,144 \$65,000 \$32,917 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	£1,707,815	{ \$1.50/- for year ending 30.4.1906 Interim div. of Tls. 2 account 1906	5 1/2 %	{ \$25 1/2 buyers \$17 1/2 buyers	
"Star" Ferry Company, Limited	10,000	\$10	\$5		\$218		4 1/2 %		
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50		Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 sellers	
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$385,129	\$40,914	Final of \$15 making \$25 for 1905	17 1/2 %	\$145	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,388	\$3 for 1897		\$22	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04		Tls. 85 buyers	
MINING.									
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 \$550,000 none	£12,546	{ Final of 1/- (No. 7) making 3/1 for year ended 28.2.06 Final of 50 cents making G \$1 for 1905	7 %	Tls. 9.20 sales	
Mineral Consolidated Mining Company, Limited	500,000	G \$10	G \$10		G \$909,050		7 1/2 %	G. \$14	
Aub Australasia Gold Mining Company, Limited	150,000	£1	£1	{ £4,873 Dr. £8,745		No. 12 of 1/- = 48 cents		\$9	
DOCKS, WHARVES & GODOWNS.									
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25		\$70,000	\$2 for 1905	5 1/2 %	\$22	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$550,000 \$565,160 \$200,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	188 1/2 buyers	
Long and Whampoa Dock Company, Ltd.	60,000	\$50	\$50		\$49,500	\$392,887	\$6 for first half-year ending 30.6.06	8 %	\$151
New Amoy Dock Company, Limited	10,000	\$60	\$60	{ \$188,000 \$2,221	\$2,221	\$1 for 1905	6 1/2 %	\$16 1/2	
Shanghai Dock and Engineering Co., Ltd.	\$5,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210 Tls. 57,065 Tls. 30,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 108 buyers	
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100		Tls. 5,668	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 220 sales	
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100			Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers	
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 102	
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$30,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$20 sales	
Central Stores, Limited	6,000	\$25	\$25			\$2.40 on \$2 for 1905	13 1/2 %	\$18 buyers	
Do. (new issue)	24,000	\$25	\$25	none	\$4,719	7 % on \$7 1/2 for 1905		\$16	
Do. (Founders)	123	\$25	\$25			None		\$300 buyers	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$10,075	\$10,057	\$5 for first half-year for 1906	9 %	\$12 1/2	
Hongkong Land Investment and Agency Co., Ltd.	60,000	\$100	\$100	{ \$50,000 \$67,839	\$67,839	Interim div. of \$31 account 1906	6 1/2 %	\$103 buyers	
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 20,783 Tls. 1,935	Tls. 1,935	Final of 6 1/2 = 10 % for 1905	16 1/2 %	Tls. 15 1/2 buyers	
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80 sellers	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$11 1/2 buyers	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39	
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 96 buyers	
Do. do. (new issue)	26,000	Tls. 50	Tls. 25			Interim div. of \$2 account 1906	8 %	Tls. 56 buyers	
West Point Building Company, Limited	12,500	\$50	\$50		\$771			\$50	
COTTON MILLS.									
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 74 buyers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$10,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	9 1/2 %	Tls. 64	
Laoh-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 34,760	Tls. 8 for 1905	9 %	Tls. 80 buyers	
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers	
MISCELLANEOUS.									
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	6 1/2 %	\$102 1/2	
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £814 £856	£856	1/3 per share for 1905	8 1/2 %	\$7 sellers	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$2	
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904		\$10	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %	Tls. 60 sellers	
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 %	\$10	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$18,000	\$1,581	80 cents for 1905	8 1/2 %	\$9 1/2	
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$50,000 \$10,000 \$60,000	\$2,555	\$1.30 for year ending 31.7.1906	7 %	\$17 ex div.	
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$180,000 \$52,291	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 1/2 %	\$19 buyers	
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$2 1/2 for year ending 28.2.05	10 1/2 %	\$24 sellers	
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 { 51 cents for 10 months ending 28.2.06	8 %	\$15 buyers	
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215	
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$236	
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %	\$22 buyers	
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$88	Final of 50 cents making \$1 for the year	13 1/2 %	\$7 1/2	
Maatschappij tot Exploitatie van Landbouw-plantingen in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	Tls. 10,374	Third interim div. of Tls. 7 1/2 making Tls. 2 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 237 1/2 buyers	
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None		\$5 buyers	
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	{ Interim dividend of Tls. 3 1/2 account 1906 { 1906	6 1/2 %	Tls. 120 buyers	
Do. do. (new)	8,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Tls. 6 for 1904	12 1/2 %	Tls. 100 sellers	
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 37,000 { Tls. 37,000 { Tls. 37,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 49 sellers	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 132 1/2 sellers	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20			Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 buyers	
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 { Interim div. of 5/- for 1-year 1906		Tls. 350 sellers	
South China Morning Post, Limited	7,000	\$25	\$25	none	\$47,934	None		Tls. 220 sellers	
Team Laundry Company, Limited	22,000	\$5	\$5	none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$21 buyers	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers	
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ \$300,000 \$25,000	\$7,734	{ 70 cents for year ended 31.5.1906 { \$9.50	8 1/2 %	\$9	
Do. (Founders)	100	\$10	\$10				6 1/2 %	\$150	
Watspa, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Final of 50 cents making 1/- for 1905	8 %	\$12 1/2	
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8	
DIVIDENDS PAYABLE:—									
Langkats (4th interim)							Tls. 7 1/2	December, 1916	